



Senior Duathlon Information Pack

Thames Turbo Triathlon Club

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The following notes contain some important information about the race, which will help the day run smoothly and ensure that everyone enjoys the event. Please take some time to read through it.

ARRIVAL & PARKING

The venue is Kempton Park Racecourse:
Kempton Park Racecourse
Staines Road East
Sunbury on Thames, Middlesex TW16 5AQ

Please use the main entrance to the racecourse on the A308, and turn right once inside the gate. Marshals will direct to the correct parking area (see map included). There is ample car parking space inside the venue. Note that the train station is only operational on Racing days.

STARTING LISTS

The race start list will be posted on the race series website a few days before the event. This will show the competitor's race number and racking row (shown by a letter; eg "A", "B" etc). Please make a note of your race number as this will speed up registration.

REGISTRATION (08:30-9:00am)

Everyone MUST register before the race starts. Please quote your race entry number, which is shown in the entry list. On registering, you will be given your race number which must be worn during the race as soon as you leave transition. You must also collect your timing chips and race numbers for your bike and helmet.

RACE BRIEFING 9:15am

You must attend the race briefing which will take place next to transition. The race will start immediately after the briefing.

BTF DAY MEMBERSHIPS

Please remember to show your BTF Membership otherwise you will have to pay the £5 'non-BTF' supplement. This guarantees you are insured on the day. No insurance, means no race. This only effects competitors that have not paid for the BTF day licence.

RACE NUMBERS & TIMING CHIPS

Your race numbers must be visible from the back on the bike and from the front on the run so take care when attaching. Race belts ARE required. If you do not have a number belt we will sell them on the day for £6. Please proceed to transition ASAP! Please put your timing chips round your LEFT ankle – very important – otherwise you may not get a race time. There will be marshals body marking you at transition entry

PLEASE DO NOT LEAVE THE VENUE WITHOUT RETURNING YOUR TIMING CHIP; on leaving transition with your bike and kit, marshals will be collecting your chip. If for some reason you DNF and don't bring your bike back to transition, please remember to give the chip to a marshal and let them know you didn't finish the race.

TRANSITION RACKING

BEFORE entering transition, you will need to place one of your number stickers on the front of your bike (somewhere easily visible), and the other number sticker on the front centre of your helmet. Bike racking is marked out by the black arrows:

You need to rack the side that the arrow is pointing.
The space between racking positions is set according to BTF standards and racking on the wrong side will cause bikes to be too close together.



Each row is lettered; please refer to the entry list to check which row(s) you have been allocated, and stick to this, as numbers have been calculated exactly and it will cause congestions if you decide to rack elsewhere.

YOU MUST RETURN YOUR BIKE TO THE SAME RACKING POSITION AFTER THE BIKE SECTION; RACE OFFICIALS WILL BE LOOKING OUT FOR THIS.

To ensure bike security, bikes will not be allowed to be removed from transition (to go home) until all competitors have started the run course. Please return your timing chip on exiting transition after collecting your bike.

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THE COURSE

This consists of a 4.5km run (2 laps of the marked course), 9 laps of the 2.25km course, and then a 4.5km run (2 laps again), with the race finish just off the course before transition. Please check the map so you have a good idea of what to expect. We plan to have a marshal leading on a bike on the first run to ensure the correct route.

RUN 1; 4.5km - The runners must stay on the left side of the road as close to the verge as possible, as this is also the bike course. To overtake another runner once there are bikes on the course please overtake on the left ie on the grass. This is for your own safety. There will be a group start; if numbers are large enough we will be splitting competitors into 2 waves separated by 30 minutes or so. Finish Run 1 by entering transition.

BIKE 20.25km - Exit transition and mount in the marked area. Filter to the right of the road paying careful attention to any cyclists already on the course. Keep to the right of the course at all times; you could be sharing the road with runners on the left. If you are overtaking do so in the middle of the road but no further left please. There is a sharp turn to the right at one point, where you will cross the race track and this will be covered in matting. PLEASE SLOW DOWN HERE; it is a 90 degree turn, onto matting that could be slippery. No overtaking is allowed at the crossing points. Marshals will be on site to check. There is another sharp left turn soon after with uneven surfaces. Pay attention to the signs and ride appropriately for the conditions. You will be required to do 9 laps. There is a timing point that will get your splits but we are not responsible for checking you are doing the right number of laps so please find a way of managing this eg rubber bands on your handle bars that you move after each lap.

Remember drafting is not allowed. Marshals will be keeping an eye out for this. More info below. Once you have completed your 9th lap enter transition, rack your bike and head off on the run again.

RUN 2; 4.5km - This is the same as Run 1, keep to the left of the course. As you arrive towards the end of the run on your second lap the finish will be off to the left and will be marked and marshaled to ensure you don't miss it.

TRANSITION AREA: PLEASE REFER TO MAP

- Before entering Transition after registering, your bike and helmet will be checked to ensure they are safe and comply with regulations. Please put your helmet on at this time
- Note: It is the competitor's responsibility to know the rules of triathlon (http://www.triathlonengland.org/britain/documents/about/british_triathlon_rulebook_2013.pdf) and the race course. BT rules require competitors to be wearing a securely fastened bike helmet before they take their bike from the racking and not to remove it until the bike is back on the racking after the bike section. Also, tri suits and tops must be zipped up to the max if they open at the front and kept on at all times, otherwise a penalty will be applied.
- Please take note of how the transition area works and your path through it as confusion on the day slows everyone down! There is no numbered racking, just places marked out on the racks, and different rows allocated to each number. The number range of each.
- There is one entry for the run in and return from the bike, one exit for the start of the bike and start of the run 2; please be careful of other competitors.

Note: It is the competitor's responsibility to know the rules of triathlon (www.britishtriathlon.org) and the race course.

MEDICS

In case of any accidents and emergencies we have medics on site.

SPECTATORS

Spectators are most welcome at the race. There are clearly marked entry points and paths for spectators to access and exit the area, and we ask they adhere to these so as not to impede competitors.

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RACE RESULTS & PRIZE PRESENTATIONS

We will provide race results on the day and present prizes for 1st, 2nd, 3rd Male/Female. Results are live from the moment we start the race. When possible we will have a screen and printer available for checking your times on site. We will present the prizes as soon as possible after the race. Full results will be available within a couple of hours on our chip timing suppliers' website. The link for this is publicised on our website. We will also post an Excel file on the Race Series website in due course. Any penalties or DQs will be posted by the results printer, so please check this as this is your chance to query anything. If you still need assistance, send an email to Race_Director@ThamesTurbo.co.uk. Thank you and we look forward to seeing you on race day.

ONE FINAL THING, DRAFTING – DON'T DO IT!

We have approximately 40 static marshals and they will report you if you are seen to be breaking these rules. We also have multiple Motorcycle Referees whose sole responsibility is to monitor the bike course, and one of their key tasks is to identify anyone gaining UNFAIR ADVANTAGE through drafting.

PENALTIES AND DISQUALIFICATIONS ARE BEING ISSUED!

You have been warned. Don't do it!

The following definition is taken from the official BTF Rule book.

5.5 Drafting

c) Draft-Illegal events:

(i) Drafting is forbidden of another competitor or motor vehicle. Competitors must reject attempts by others to draft;

(ii) A competitor is entitled to any position on the course, provided they get to that position first and without contacting others. When taking a position, a competitor must allow reasonable space for others to make normal movements without making contact. Adequate space must be available before passing;

(iii) A competitor who approaches from any position to take advantage of the draft, bears responsibility for avoiding the draft;

(iv) To draft is to enter the bicycle or vehicle drafting zone:

- Standard distance and shorter races: the bicycle draft zone will be 10 metres long measured from the leading edge of the front wheel. A competitor may enter the draft zone of another competitor, but must be seen to be progressing through that zone. A maximum of 20 seconds will be allowed to pass through the zone of another competitor;

- Motorbike draft zone: the draft zone behind a motorbike will be 12 metres long. This also applied for draft legal events;

(v) Entry into the bicycle drafting zone: a competitor may enter a bicycle draft zone in the following circumstances:

- If the competitor enters the draft zone, and progresses through it within 20 seconds in the overtaking manoeuvre;
- For safety reasons;
- Before and after an aid station or the transition area and dismount line;
- At an acute turn;
- If the Event Organiser excludes a section of the course for safety reasons.

(vi) Overtaking

- A competitor is passed when another competitor's front wheel is ahead of theirs;
- Once overtaken, a competitor must move out of the draft zone of the leading competitor within 5 seconds;
- Competitors must keep to the side of the course and not create a blocking incident. Blocking is where a competitor who is behind cannot pass due to the leading competitor being poorly placed on the course;
- Traffic regulations must be followed when competing on open roads; competitors must only pass another competitor on the right.

5.6 Penalties for Drafting:

- a) It is forbidden to draft in a race declared as draft-illegal;
- b) Technical Officials will notify competitors who draft they are subject to a time penalty sanction; it is the competitor's responsibility to ensure they are aware of any penalties that have been awarded against them;
- c) Where there is no appropriate penalty box available on the course in which to serve a time penalty, the penalty will be added to the competitor's finish time;
- d) The penalties awarded for drafting are detailed in Section 3 – Penalties;
- e) Unless safe to do so and as not to place either the official or competitor at risk, Technical and Motorcycle Officials will not be required to provide an audible or visible warning for a drafting violation.

HAVE A GREAT RACE AND GOOD LUCK!!

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